



Transport
Canada

Transports
Canada

TP 6980E

Issue 3/2005



feedback

Canadian Aviation Service Difficulty Reports

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hangar noise

A Message for Aircraft Maintenance Personnel

"SO IT'S HAPPENED BEFORE..."

Oh yes!, we had this problem about six months ago on the same aircraft and we submitted an SDR, said the chief mechanic while talking to a Transport Canada Civil Aviation (TCCA) Inspector. Since then it's happened about three more times, but as we had already sent in a report, we figured we didn't have to send another one. I mean, really, this paperwork takes so long to do and, besides, you already know about the problem.

But is it as serious? asked the TCCA inspector.

Oh yeah, definitely serious, said the chief.

Well, we are really glad he submitted the first report, but on its own it may not have warranted any action. One report does not always trigger the inspector to think there is a real problem. It could be just a one-off. However, three or four reports of the same problem may indicate a real and particular danger rather than a random occurrence.

A case in point may be helpful. An operator of some commuter aircraft had a particular problem with units, which over-heated. In the course of a few months, he submitted two SDRs. While the difficulty was noted by TCCA, there did not appear to be any critical issue involved. Nevertheless, when the operator wanted to know what we were doing about his serious problem, it came to light that there had been some 60 failures. WOW! Now we had a problem! Originally we thought it was quite isolated. Obviously this was not the case.

Believe us, this is not a plot to simply get more reports into the database. A one-off problem may or may not be hazardous, but you can be sure that if the same difficulty keeps occurring, there is indeed a problem that should, at the very least, be looked at and possibly investigated.

So keep up the good work and keep those reports coming!



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Notice/Disclaimer:

Service Difficulty Reports (SDR) are normally published verbatim. Transport Canada assumes no responsibility for the accuracy or content of any of these reports. Only grammatical or spelling errors are corrected and content may be reduced as well as personal references deleted.

Cette publication est aussi disponible en français.

fixed wing

AIR TRACTOR AT 802A

SDR # 20050614008

Rudder Torque Tube Cracked

While conducting a scheduled annual inspection, an operator discovered the rudder torque tube assembly, P/N 304201, cracked along the weld.

Time Since New (TSN): 2679.8 hrs

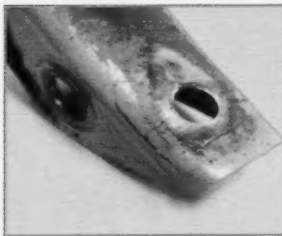
Keep this in mind. It may be difficult to determine if the weld or an actual part is cracked. Non-destructive testing may be required to confirm the suspected defect. ✖



BEECH A100

SDR # 20050526003

Flap Bracket Cracked



While conducting a routine inspection, a crack was noticed on the left hand inboard flap actuator attachment bracket, 50-16003-6. The bracket was removed and further inspection determined a total of four (4) cracks on the bracket surrounding the upper bolt hole. The flap was also cracked under the forward end of the bracket. The flap was repaired, the bracket replaced and the aircraft was returned to service.



The operator conducted a fleet-wide campaign inspection of this area and discovered the same defect on one other aircraft. This defect may be difficult to detect, disassembly of the flap and flap bracket may be required. ✖

BOEING 737

SDR # 20050315001

Auxiliary Power Unit (APU) Starter

The logbook snag revealed that the APU would not start. Upon investigation, the technician noticed the APU starter had overheated. Both electrical terminal connections and cable protection showed evidences of heat damage. There was no occurrence of fire warning indication.

The submitter indicated that there is a 140-amp circuit breaker in the APU circuit, which had not tripped. The submitter is awaiting a strip report as part of his investigation. The Service Difficulty Reporting System was searched for other similar reported difficulties but no other cases were found. ✖

BOMBARDIER CL215 1A10

SDR # 20050608007

Hydraulic Pump Failure

The aircraft was on approach when the landing gear was selected DOWN and it failed to extend. Hydraulic pressure went to 0 and the crew initiated an emergency lowering of the gear. The gear extended and a successful landing was made without incident.

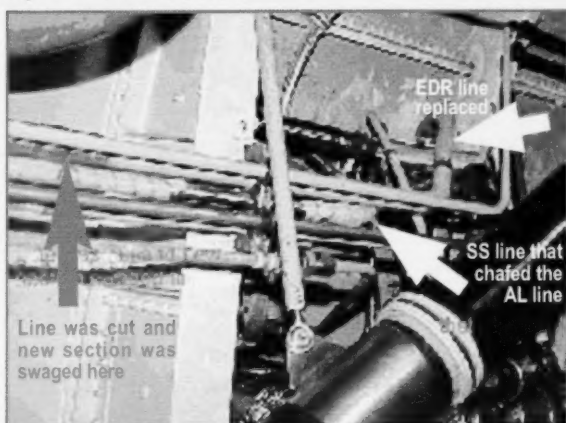
An investigation revealed that the left hydraulic pump head had separated slightly which caused an extreme leak and depleted the hydraulic fluid from the reservoir. The bolts for the head remained lock wired but were found to be loose. Also, an output line, P/N AE2460701H0170, was also leaking around one of the flared ends.

The pump and line were replaced and the engine area cleaned. The reservoir was replenished and the aircraft was returned to service.

Operators of this model aircraft may want to take a look at these pumps for signs of early failure. ✖

BOMBARDIER CL 600-2B19 RJ

SDR # 20050512002

Hydraulic Lines Chafed

The flight crew reported a hydraulic problem, "HYD 1 LO PRESS" with the quantity indicating - "zero". The flight continued and the aircraft landed on the runway with no further incident. Upon inspection, maintenance personnel found the #1 system suction tube assembly chafed at a point 18" from the forward end.

The suction tube, P/N 601R75286-37, reference IPC 29-11-00, fig 4, item 120, had chafed on the #1 hydraulic system stainless steel pressure line. A segment of new suction line was perm-swaged in position, ensuring proper separation between lines.

The pressure line was inspected and found serviceable, and the #1 engine-driven pump was also replaced.



Recognizing and maintaining proper clearance between these lines could have prevented this from happening. Teflon wrap around one or both lines, in addition to maintaining the proper clearances, could have added additional protection in this close clearance area. AME's are also reminded to wear proper protection when working with Skydrol. ✂

CESSNA 172 M

SDR # 20050524004

Rudder Hinge Bracket Cracked

During an inspection, a crack was found in the corner of a top rudder hinge bracket on one of our aircraft. The AMO responsible for our maintenance has been monitoring the wear on these brackets in our high-time airframes. Subsequently, five high time airframes have had their rudder hinge brackets replaced. No more cracks were found but the brackets did show significant wear. We have included this inspection and repair in our aging aircraft inspections and are monitoring the rest of our fleet.

Frequent inspections while identifying problem areas can save downtime and operating cost. Be proactive with your aging aircraft program. ✂

CESSNA 172 P

SDR # 20050418004

Fuel Line Worn

During a 200-hour inspection, the fuel line, P/N 050011874, located between the union to the fuel strainer, was found worn (damaged) by the nose steering push/pull rod assembly. It is suspected that when the nose steering tube ball joint assembly becomes worn, excessive play allows the tube to rub against the fuel line.

A new fuel line assembly is available from Cessna that appears to provide additional clearance between these two parts.

When inspecting this area and discovering this type of defect, install the new fuel line assembly and ensure adequate clearance exists to preclude chafing. Transport Canada has received 10 SDR's for the same defect. ✂

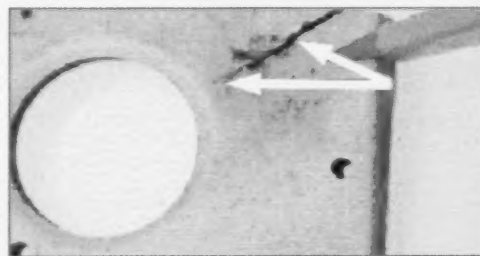
CESSNA 550

SDR # 20050527012

Nose Wheel Steering Bracket Cracked

The operator of a Cessna 550 had multiple nose wheel shimmy defects on his aircraft. After rectifying the defect, the area was inspected for other collateral damage associated with the nose wheel shimmy. Bracket, P/N 556561851, was found cracked. The part was replaced and the aircraft returned to service.

The submitter noted these brackets are prone to cracks and Cessna produced a heavier gauge material bracket as corrective action. The bracket found cracked was of the newer design.



If you have experienced similar defects, i.e. nose wheel shimmy, operators are encouraged to inspect this area for cracked brackets. ✂

DASSAULT FALCON 900

Aileron Flight Control Bolts

SDR # 20050615004

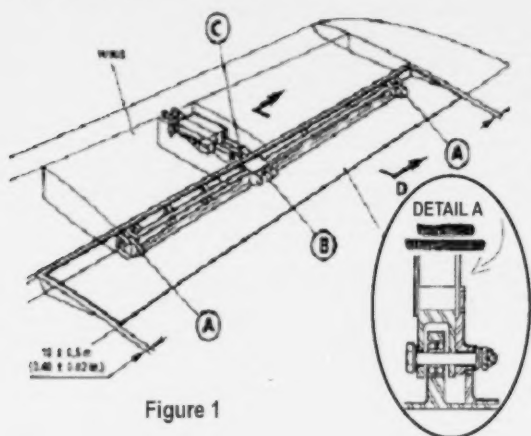


Figure 1

During the reinstallation of the LH aileron after maintenance, the engineer noticed that the aileron bolts, P/N 33412TX080041XA, at bearing #1 and #3 attach points, were installed incorrectly. The RH aileron bolts were checked and also found to be incorrectly installed. Both LH and RH aileron bolts were installed in the opposite direction of detail A. The bolts were removed, inspected and reinstalled IAW DA90 MM 57-511. (ref. Figure 1 detail A)

Canadian Aviation Regulation (Standard) 571.10, Table Types of Work (d), and Airworthiness Notice C010, Inspection of Control Systems, provide detailed information with respect to flight control reassembly and the requirement of a dual signature. All AME's should review these publications prior to certifying the installation or reassembly of engine and flight controls. ✂

LEARJET 36

SDR # 20050422004

Crack Under Antenna

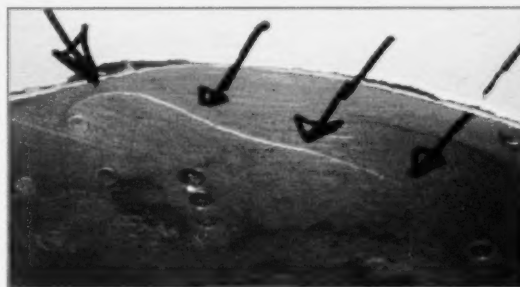
During an avionics upgrade, the forward ADF antenna was removed and the technician discovered a 3-inch crack in the fuselage skin.

The damage was removed and repaired with an external doubler, IAW the Learjet Structural Repair Manual (SRM) and specific guidance instructions from Learjet engineering.

The antenna had been incorrectly shimmed to the fuselage profile at a previous time. A second ADF antenna further aft on the belly was removed and the skin inspected with no damage found, although that antenna was also shimmed.

There is no scheduled requirement to inspect under the antennae, although Learjet is apparently planning to amend the inspection schedule to require structural inspection under such antennae.

Transport Canada recommends that a dedicated inspection task for any antenna installation be developed for structural damage or corrosion as part of the Instructions for Continuing Airworthiness. ✂



PILATUS PC 12-45

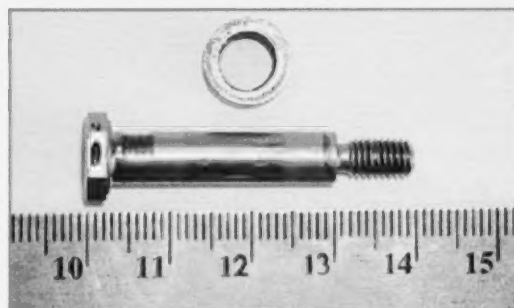
SDR # 20050510015

Rudder Attachment Bolts Worn

Play was discovered in the rudder upper attachment point of this aircraft. After inspecting the area, the submitter replaced; bolt P/N NAS1161-3-17, bearing P/N 940.83.28.506 and bushing, P/N 941.20.31.550 due to wear.

The aircraft had Pilatus ECE-TM-02-327 incorporated approximately 1000 hours earlier that provide a longer bolt to prevent shanking.

Pilatus is reviewing this Service Bulletin and the cause of the premature wear. ✂



PIPER PA 31

SDR # 20050610008

Hydraulic Fuel Canister Cracked

On approach, the landing gear on a Piper PA31 aircraft failed to extend when gear down was selected. An Emergency extension was carried out and the aircraft landed safely.

Further investigation found the hydraulic filter canister, PN AN62341, on the left engine firewall had cracked within the threads. The crack in the canister allowed fluid to be pumped overboard. The canister was replaced, gear swings and ground run carried out serviceable

rotorcraft

BOEING HELICOPTER (UTILITY) 234

SDR # 20050315012

Fuel Vent Failure

During approved hot refueling operations, a loud bang was heard from the cabin, and fuel was then seen leaking rapidly from the aircraft. The pilots also noted fuel inside the cabin section but not in the cockpit. The engines were shut down, electrical systems turned off, and the pilots exited the aircraft through their emergency exits. The cockpit door was closed, which kept the fuel from spraying into the cockpit.

The breakaway vent, P/N 234PS4691, for the #1 fuel tank had failed, causing the tank to over-pressurize during the single point pressure refueling. The interior cabin tank structure failed at 90% capacity thus releasing fuel into the cabin.

There are no warning systems to alert the crew of this type of failure. The refueling seemed to be taking longer than usual and the crew were using a new pump but they did not associate the flow rate with a vent failure. This vent has no history of failing in this manner.

The submitter added that an alternate fuel tank vent has been installed. The new fuel tank vent is more "robust" and incorporates an inspection window.✂

EUROCOPTER (AÉROSPATIALE) AS350 B3

SDR # 20050518005

**Anti-Vibrator Spring Broken**

While conducting a daily inspection on the main rotor assembly, the engineer discovered a broken spring under the chinese hat. The affected spring was replaced with a new assembly. The remaining springs were inspected and no defects were found. The defective spring had signs of a crack, which completely fractured over time.

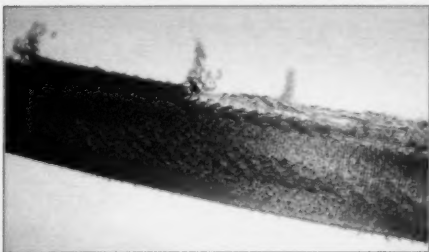
The total time of the spring cannot be determined at this time.

EUROCOPTER (AÉROSPATIALE) BO105 S CDN BS 4

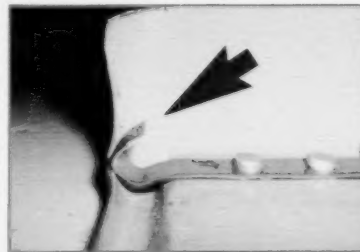
SDR # 20050408004

Shoulder Harness Frayed

The pilot seat belt shoulder harness, P/N 504339401, was discovered frayed. The fraying occurred between the shoulder harness and a retaining bracket for the seatback cover.



This defect was caused by the retraction and extension of the shoulder harness inertia reel over a period of two months and several flights. The bracket in question had sharp edges, and normally is not installed in this condition. The bracket also had a larger radius on one of the two brackets used for holding the pilot's seatback cover.



The submitter replaced the inertia reel assembly with a new unit and smoothed out the edges of the bracket. The submitter also added that they would be keeping a regular inspection of this area.✂

engines

CFM INTERNATIONAL - CF-34-3B1 (CL600-2B19 RJ)

SDR # 20050419008

Smoke in the Cabin



Carbon Seal

During rotation, the cabin crew reported smoke in the cabin, followed by a cockpit message indicating smoke in the lavatory. The cockpit crew noticed smoke, immediately donned oxygen masks and then de-pressurized the aircraft. Shortly thereafter, the pilot received a cargo smoke message and immediately discharged the cargo fire-extinguishing bottles.

The passengers were rapidly deplaned following an uneventful landing.

Maintenance personnel traced the problem to a severe oil leak on the No.2 engine and observed displacement of the #1 Bearing oil seal retaining spring located at the #1 oil seal retaining ring. Further investigation revealed the carbon seal, P/N STA6270B, had failed.



Retaining Ring

Radial carbon seals define the forward and aft limits of the three sump areas in which the main engine bearings are located. These carbon seals are pressurized by 7th stage compressor bleed air, which is greatly reduced to approximately 15 psi. The first sign of oil vapors in the cabin could be due to undesirable leakage of lubricating oil past any of the carbon seals. ✖

GARRETT TPE 331-10UGR

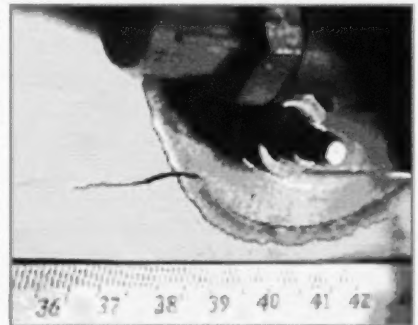
SDR # 20050506011

Combustion Chamber Case (Plenum) Cracked

In preparation for departure, the right engine failed to meet the specified take-off torque settings for the day, instead reaching only 90% torque of the required engine power.

During troubleshooting, maintenance personnel discovered that the combustion case plenum was cracked at the customer bleed air (P3) service flange.

An SDR search revealed two previous combustion case cracks on this series engine. Both these SDRs stated that a faulty 2nd stage compressor impeller had caused damaging vibrations that resulted in the fracture of the combustion case. Another SDR received from a different operator stated that overtightening the anti-ice valve during installation could overstress the weld area at the P3 service port and initiate cracking of the plenum case. ✖



ROLLS ROYCE TAY 611-8

SDR # 20050422001

High Pressure Compressor (HPC) Disc Rim Failure

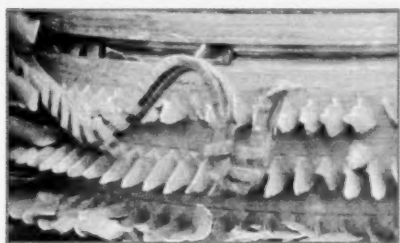
Shortly after departure and during climb out, the cockpit crew heard a loud bang followed by a rapid rise in turbine gas temperature (TGT). The air traffic controller advised the crew of fire coming from the right exhaust area.

The pilots immediately carried out the engine fire checklist, discharged the engine fire bottles and executed an uneventful single engine landing.

Initial investigation carried out by maintenance personnel revealed that the engine fan would not rotate. It was also noted that there was no external fire damage.

The engine manufacturer carried out an engine teardown investigation and discovered the root cause of this event was due to the complete detachment of the stage 7 disc rim of the high pressure compressor (HPC). Due to the rotation of the HPC, the detached disc rim was squeezed together and subsequently caused severe damage to all the adjacent blades on HPC stages 8, 9 & 10, which were found broken. Additionally, HPC stages 11 & 12 were found completely destroyed with only the remains of the blade platforms visible. Evidence of a titanium fire was also found

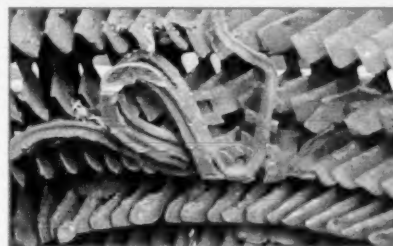
on the side of the HPC case. Heavy secondary downstream damage was also evident on the low pressure (LPT) and high pressure (HPT) turbine blades and vanes.



High Pressure Compressor Stage 7 - Disc

The engine manufacturer overhaul facility stated that the faulty disc rim is presently under investigation at the engine manufacturers facility. A teardown report to determine root cause of failure is forthcoming.

Further to the above, Rolls Royce Deutschland has published a Worldwide Communication, dated 2 May 2005, notifying all Tay 611-8 operators of this occurrence. ✖



High Pressure Compressor Disc Rim

PRATT & WHITNEY PT6A-41

SDR # 20050517007

Pivot Arm Worn

After an uneventful flight, the crew was unable to get the right engine to drop below 78%Ng, nor could sufficient reverse thrust be obtained.

Maintenance personnel discovered that the pivot arm, P/N 50-944076-3, located on the cam cluster had become badly worn, allowing it to slip on the cam. This changed the rigging between the power lever and the fuel control unit (FCU), which then resulted in the loss of propeller reverse capability and 78% Ng with the power lever set at idle.

The bolt securing the pivot arm had been tightened to stop the slipping, however the slot in the pivot arm had bottomed out before it was tight enough to be secure.

The worn out pivot arm (which is an aircraft part & not an engine part) was replaced.

TC reminds personnel that the pivot arm (input lever) is not splined but the shaft that it fits onto is splined. Thus, when making necessary adjustments, the technician must judiciously balance the requirements of attaining the specified torque value while simultaneously not pinching the outer ends of the pivot arm together. According to previous SDRs, worn splines can also exacerbate this problem and cause the lever to slip on the shaft. ✖

equipment

LEARJET 45

SDR # 20050506002 & 20050506012

APU Fire Extinguishers Inadvertent Discharge



During a routine inspection, maintenance personnel discovered that the APU fire extinguisher bottle was reading 0 PSI.

An investigation, carried out by the operator to determine the cause of this discrepancy, revealed that, if the APU fire warning test button was double tapped or held too long; it is possible to activate and deplete the APU fire bottle. The operator has been in contact with the manufacturer with respect to this incident. Upon removal, it was found that the fire bottle had separated from the discharge nozzle.



Another operator of a Learjet 45 discovered the APU fire bottle had discharged. The fire bottle outlet valve flange nut was broken and the fire bottle support bracket was bent causing the bottle to separate from the outlet valve.

Both TCCA and the operator have been in contact with the manufacturer with respect to these issues. In the latter case, it is possible that the flange nut was overtightened causing it to break apart.

Learjet has recently issued Advisory Wire 26-002 on this subject matter of APU fire extinguishers. It appears that inadvertent discharges have occurred during APU starting procedures. Advisory Wire can be found at www.cic.bombardier.com. ✖

heads UP

BEECH B300

SDR # 20050315001

Rudder Hinge Failure

As the tail section was being inspected during a 4th phase 800-hour inspection, light rubbing and wear was noticed on the rudder hinge structure points. Also noted was that the rudder appeared to be sitting lower than normal on its hinges.

A thorough inspection of the rudder and its structure was carried out which revealed that the lower hinge point bearing, P/N MS28913-5, had completely disintegrated allowing the rudder to drop down. Parts of the bearing were found in the tail cone and the only thing remaining in the hinge was the bearing outer race. Light corrosion was evident once the bearing race was removed.

The hinge point damaged area was cleaned and inspected before the bearing was replaced with a serviceable unit.



The FAA has been notified of this occurrence. The submitter noted that there is no lubrication or corrosion control required in this area as per Chapter 12 of the aircrafts maintenance manual. ✖

feedback feedback feedback

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suspected *Unapproved PARTS*



There were no Service Difficulty Reports (SDRs) received between 1 April and 30 June 2005 that indicated any suspected unapproved parts.

In Canada, SUPs should be reported (CAR 591.01) indicating your suspicion of an unapproved part on a regular SDR form or on the Internet at:

www.tc.gc.ca/wsdrrs

equipment *ADs*

Transport Canada (TC) endeavours to send copies of new airworthiness directives (ADs), which are applicable in Canada to the registered owners of the affected products. Equipment/appliance ADs are often only distributed to our regional offices because the owners of aircraft affected by this type of AD are not generally known.

The following new ADs on equipment have been received by TC in the last three months. AMEs and operators of the affected products are encouraged to obtain further information or a copy of the ADs from their regional TC office, their local TCC, their PMI, or from the Civil Aviation AD website at:

<http://www.tc.gc.ca/civilaviation/certification/continuing/ad.htm>

Manufacturer	Ad Number	Origin	Description
VARIOUS	2005-11-05	US	Standby Vacuum system-failed shuttle control valve
CANADAIR	2005-11-04	US	To prevent a damaged microphone jack assembly from interfering with movement of the control column
BEECH/CANADAIR/CESSNA/PIPER/JANAERO	2004-25-16R1	US	Failure of the fuel regulator shut-off valve

FAA *Unapproved PARTs Notification (UPNs)*

The following UPNs for this past last quarter are published by: FAA, AIR-140, P.O. Box 26460, Oklahoma City, OK 73125. For the complete report, please refer to the PDF format on the Internet at:

<http://www.faa.gov/aircraft/safety/programs/sups/upn/>

Number	Issue Date	Affected Product	Purpose
2004-00146	13 June 2005	Oxford Aviation Services, Limited (d/b/a CSE Aviation) –	Improper Maintenance of Aircraft Propellers
2004-00041	15 June 2005	Millennium Propeller Systems, Inc	Improper Maintenance of Aircraft Propellers

FAA Special Airworthiness Bulletins (SAIBs)

An SAIB is an information tool that alerts, educates, and makes recommendations to the general aviation community. It is non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD).

<http://www.faa.gov/aircraft/safety/alerts/SAIB/>

NUMBER	MANUFACTURER	MODEL/DESCRIPTION	DATE
SW-05-65	Laserdyne	Black Opal Flat Panel Display RMU10H video monitors	06/29/2005
CE-05-64	Cameron Balloons Ltd., Colt Balloons Ltd, Thunder Balloons Ltd, Thunder and Colt Ltd and Sky Balloons Ltd.	Multiple models	06/28/2005
CE-05-63	Cameron Balloons Ltd, Cameron Shadow/Shadow Stealth and Stratus, Triple, Quad and Stratus Triple Burners	Burner assemblies	06/28/2005
CE-05-62	SOCATA - Groupe Aerospatiale (EADS)	TBM 700	06/27/2005
NE-05-61	The Cessna Aircraft Company	152, with McCauley Propeller Systems, Model 1A103TCM/() propellers installed	06/22/2005
NM-05-60	Bombardier, Inc.	CL-600-2B19 (Regional Jet) series 100 & 440) & (CRJ 200) series	06/17/2005
CE-05-59	Amateur-Built	Experimental airplanes	06/10/2005
NE-05-58	Lycoming Engines (Textron) and Teledyne Continental Motors	Reciprocating engines	06/06/2005
CE-05-57	Raytheon Aircraft Company	F90 King Air; 99, 99A, A99, B99 Airliner; 100/A100 King Air; 200 Super King Air; B200 Super King Air; 200T/B200T Super King Air; 200C/B200C Super King Air; 200CT/B200CT Super King Air	06/02/2005
CE-05-56	The New Piper Aircraft, Inc. Tiger Aircraft LLC (American General)	PA-28-140, -150, -151, -160, -161, -180, -181, PA38-112, PA-23-250, PA-39, PA-30, PA-34-200T, PA-180, PA-181, PA-24-260, PA-28RT-201, PA-32-260, -300, -301, PA-32R-300, PA-36-300, PA-28-235, PA-28R-180, -200 AA-5B, AG-5B, AA-5	06/02/2005
NM-05-55	Bombardier, Inc.	CL-600-2B19 (Regional Jet series 100 & 440) (CRJ 200) series	06/02/2005
CE-05-54	Apex Aircraft	CAP 10 B	05/24/2005
NM-05-53	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)	05/18/2005
CE-05-52	Apex Aircraft	CAP 10 B	05/09/2005
CE-05-51	Multi-engine piston airplanes	Level flight with one engine inoperative (OEI)	04/29/2005
NM-05-50	Transport Category Aircraft	Cargo, restraint strap assemblies	04/21/2005
CE-05-49	Scheibe-Flugzeugbau GmbH	SF-34-B sailplanes	04/20/2005
CE-05-48	Scheibe-Flugzeugbau GmbH	SF 25C sailplanes	04/20/2005
SW-05-47	Bell Helicopter Textron	212, 412, 412EP helicopters	04/05/2005
CE-05-46	Sierra Hotel Aero, Inc.	Navion and Navion A	04/01/2005

AME SYMPOSIA / TRADE SHOWS / WORKSHOPS 2005 - 2006

ONTARIO - October 26, 27 & 28

The Delta Meadowvale Resort & Conference Centre
6750 Mississauga Road, Mississauga, ON L5N 2L3

Tel: 1-800-422-8238 or (905) 542-4003 Fax: (905) 542-4036

Internet: <http://www2.deltahotels.com/hotels/hotels.php?hotelld=1>



NORTH WESTERN ONTARIO - November 10 - 11

Victoria Inn & Conference Centre

555, Arthur Street West, Thunder Bay, ON

Tel: 1-800-387-3331 or (807) 577-8481 Fax: (807) 475-8961

Internet: www.vicinn.com



PACIFIC - February 8 - 10

Park Plaza Vancouver Airport Conference Resort
10251 St. Edwards Drive, Richmond, BC V6X 2M9

Tel: 1-866-482-8444 or (604)-278-9611 Fax: (604) 276-1168

Internet: reservations@vacr.bc.ca



CENTRAL - Spring 2006

Best Western Victoria Inn (Winnipeg Airport)

1808 Wellington Avenue, Winnipeg, MB R3H 0G3

Tel: 1-800-928-4067 or (204) 786-4801 Fax: (204) 786-1329

Internet: www.vicinn.com



WESTERN - March 22 - 24

Coast Plaza Hotel & Conference Centre

1316 - 33rd Street NE, Calgary, AB T2A 6B6

Tel: 1-866-661-1464 or (403)-248-8888 Fax: (403) 248-0749

Internet: reservations@vacr.bc.ca



QUEBEC - April 4 - 6

Hôtel Mortagne

1228, rue Nobel, Boucherville, QC J4B 5H1

Tel: (514) 577-3720 Fax: (514) 577-3718

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ATLANTIC - April 21 & 22

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service difficulty reports



Received by Transport Canada from
1 April to 30 June 2005

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN	MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
aircraft													
AERO COMMANDER													
690	5530	FUSELAGE FRAME	310025	CRACKED	20050414012	PNR	B100	3230	EMERGENCY LINK A	1018100423	CRACKED	20050609014	QUE
690	5751	L&R AILERON	250000167166	CRACKS	2 SDRs	PNR	B100	5520	RIB, OUTDRD LEAD	11561001065	CRACKED	20050630009	PAC
690A	3230	SELECTOR VALVE		790231509			B200	5610	WINDSHIELD	10138402517		20050621019	PAC
20050421002	PAC						B300	2435	BEARING BALL	03600918	BEARING FAILURE	20050407009	PAC
AERONCA							B300	5610	WINDSHIELD	10134802522	SHATTERED	20050607006	PAC
7DC	2340	INTERCOM		FAILED	20050504004	PNR	B99	0000	TORQUE TUBE	115610010191	CRACKED	20050615008	PNR
AEROSPATIALE							B99	3245	INNER TUBE	302039402	TORN APART	20050505005	PNR
AS 350BA	2435	SHAFT	524031	BROKEN DRIVE	20050613008	PNR	C18S	2720	RUDDER CONTROLS			20050427011	ONT
AS 350BA	6220	SCREW	350A31187320	WORN	20050609009	PNR	C90A	2731	BUSHING	505244761	MIGRATED	20050520001	ONT
AS 350BA	6400	BEARING	704A33651190	FAILED	20050524002	QUE	C90A	3230	ACTUATOR CLEVIS		OUT OF RIG	20050519005	ONT
AS 350BA	6410	TRIM TAB	355A12004008	CRACK	20050513006	PAC	C90A	3444	RADAR ALTIMETER	6224160018	DAMAGED	20050408009	ONT
AS 350B1	2822	BOOST PUMP	P94612203	DOESNT PUMP	20050418009	PNR	C90A	5610	WINDSHIELD	10138402516	SHATTERED	20050506001	ONT
AS 350B2	2620	NOZZLE ASSEMBLY	RTA600		20050609018	QUE	C99	3230	MOTOR BRUSH	402	BURNED/SHORT	20050407003	PNR
AS 350B2	2900	SWITCH	12TW13	INOPERATIVE	20050520003	PAC	C99	3260	LITED SWITCH CAP	6070843004	UNSERVICEABLE	20050418005	PNR
AS 350B2	2913	HYDRAULIC PUMP	704A34310006		20050609017	QUE	100	2750	FLAP MOTOR/GEAR	995240257	OVERHEATED	20050510003	PNR
AS 350B2	2913	PULLEY, DRIVEN	350A35109222	UNSERVICEABLE	20050615006	PAC	100	3211	DRAG LEG SUPPORT	501202011	CRACKED	20050530002	PNR
AS 350B2	6310	COUPLING	350A35105901		20050506006	PAC	100	5610	L/H WINDSHIELD	5042006935	DELAMINATED	20050419004	PAC
AS 350B2	6410	SPAR	355A12004008	CRACKED	20050513002	PAC	1900C	5610	R/H WINDSHIELD A	1013840252	CRACKED	20050407006	PAC
AS 350B2	6730	SERVO	ACG7246	MOTOR SEIZED	20050615007	PAC	1900C	7921	OIL COOLER	1143890005	CRACK	20050407005	PAC
AS 350B3	2460	MASTER SWITCH	MS2452423		20050414007	ONT	1900D	2520	ASH RECEPTACLE UNKNOWN		HAZARD	20050408008	PAC
AS 350B3	6220	ANTI-VIBRATOR SP	350A310033K1T7	BROKEN	20050518005	PNR	1900D	2612	NIL/UNKNOWN			20050518006	ONT
AS 350B3	7110	FASTENER	ASNA2154C02		20050503005	ONT	1900D	2750	FLEX DRIVE	1013800006	FAILED	20050411002	ATL
AS 350D	7600	FCU	0164248850	SERVICEABLE	20050609016	QUE	1900D	2997	NIL/UNKNOWN		SHEARED	20050518007	ONT
AS 350D	7920	INDICATOR ASSEMBLY	174222701	GOOD	20050606002	QUE	1900D	3221	BOLT	NAS336CA17		20050503012	ONT
AS 355F	2697	RESISTOR	RWM6X345U6J	SERVICEABLE	20050519006	PAC	1900D	3230	GROUND SERVICE V	1013890083		20050503005	PAC
ATR 42 300	2421	AC WIRING HARNESS			20050427005	ONT	1900D	3243	CONTROL VALVE	45050A1		20050607002	ONT
ATR 42 300	2434	GEN CNTRL UNIT	10200311		20050408001	ONT	1900D	3260	A125 PCB	10136457813	INTERMITTENT	20050517009	ATL
ATR 42 300	2434	HALL EFFECT SENS	10300311	FAILED	20050426002	ONT	1900D	3260	SAFETY SWITCH	444EN496	FAILED	20050401013	ATL
ATR 72 212	5313	CEILING SUPPORT	S2561032900000	CUTTED	20050614004	QUE	1900D	3421	VERTICAL GYRO	332D11T		20050531005	PAC
AIR TRACTOR							1900D	5540	RUDDER SPAR		CRACKED	20050503001	PNR
AT 802A	2720	TORQUE TUBE ASSY	304201	CRACKED	20050614008	PNR	1900D	5610	HEATED WINDSHIEL	10138402522	CRACKED	2	SDRs
AT 802A	5311	TUBE	110061	CRACKED	20050513005	PAC	1900D	5610	WINDSHIELD	10138402517		20050621018	PAC
AT 802A	7310	FITTING	10001212S	DEFECT	20050516010	PAC	1900D	5751	ALLERON YOKE ASS	1185210245	CRACKED	20050421004	ONT
AT 802A	7310	FUEL LINE	512983	TWISTED/CHAFED	20050510016	PAC	1900D	7500	DUCT ASSY	1295500631	CRACKED	20050429003	PAC
AIRBUS							200	0000	VALVE, CABIN OXY	1013840323	MIS-ASSEMBLED	20050624004	QUE
A310 304	2422	INVERTER	358401001	BURNING SMELL	20050516008	QUE	200	2460	DIODE	70HF10		20050609005	PAC
A310 308	2530	OVEN			20050610001	QUE	200	2750	BRACKET	10116001415	END PULLED THRU	20050510005	QUE
A310 308	3320	POWER UNIT	8ES00463200		20050411001	QUE	200	3230	PRESSURE SWITCH	122SP363	INTERMITTENT	20050608009	PNR
A310 308	7322	PUSH-PULL CABLE			20050425009	QUE	200	3310	POTENTIOMETER CM	39570	FAILED	20050517008	ONT
A320 211	2530	MID COFFEE MAKER	4110001137	SHORTED	20050614001	QUE	200	5610	WINDSHIELD	10138402522	CRACKED	2	SDRs
A320 211	3230	NLG DOOR UPLOCK	D3221402200060	BROKEN	20050616001	QUE	200	7603	PIVOT ARM	509440763		20050517007	ONT
A320 211	5610	COMPUTER L/H	66642870	CRACKED	20050404008	QUE	58	0000	SHAFT ASSEMBLY	0024100381	WORN	20050630003	PNR
A321 211	3230	LANDING GEAR			20050410002	QUE	95B55	0000	DOUBLER	5840083S	CRACKED	20050617007	PNR
A320 243	3230	O RING	NAS1602916	DEFORMED	20050629001	QUE	99	0000	OVERVOLTAGE RELA	TD805W	INTERMITTENT	20050620004	ATL
A330 342	5610	WINDSHIELD	NP1752011	SHATTERED	20050503002	QUE	BELL TEXTRON - CAN	206B	BATTERY RELAY	MS24171D1	FAILED	20050630006	QUE
A340 313	3244	MAIN WHEEL TIRE		DEFLATED	20050516003	QUE	206B	0000	SAME	Q2A18N	UNSERVICEABLE	4	SDRs
A340 313	3220	F/A READING LIGHT	8ES00469210	BURNED	20050509004	QUE	206B	2400	GROUND WIRE	02A18N		20050506010	ONT
BAE - UK							206B	2432	BATTERY	0641	FAILED	20050503007	PNR
BAE 146 200	2210	AUTO PILOT CONTR	801CUF3	UNSERVICEABLE	20050518004	ATL	206B	2434	GROUND WIRE	Q2A22N		20050511001	ONT
BAE 146 200	3240	ASSEMBLY BOLT	LWB9227H24	BROKEN	20050518011	ATL	206B	2435	DRIVESHAFT	230322844	SHEARED	20050610006	PNR
HS 748 2A	3242	L/H WB BRAKE LI	200146652	LEAKING	20050510007	ONT	206B	5302	PLATE (SKIN)	206031004023	CRACKED	20050623001	ONT
3112	5610	WINDSHIELD	1379628C402	FRACUTURED	20050414005	PNR	206B	6510	BEARING	206040323003		20050609019	QUE
3112	7220	GAS GENERATOR CA ORDERNHA		CRACKED	20050506011	PNR	206L	8730	SERVO	20607603113	LEAKING	20050525001	QUE
3212	3210	NOSE LANDING GEA	107A703056A		20050630007	PNR	206L	0000	SAME	SAME	UNSERVICEABLE	20050616005	QUE
BAE - USA							206L	0000	SEAL	206340104101	LEAKING	20050617004	PNR
BAE 125 800A	2750	HINGE (RH ONLY)	25WF4402	CRACKED	20050505001	PAC	206L	2435	AFT BEARING	230321301	FAILED	20050405009	PNR
HAWKER 800XP	2897	RELAY	92746205	CORRODED	20050408005	PAC	206L	3213	R/H FORWARD SADD	206052111007	SPLIT IN TWO	20050511004	PNR
BEECH							206L	0000	GEARBOX HOUSING	23064603	CRACKED	20050503003	PNR
A100	2200	TRIM CONTROL BOX	993642461	U/S	20050412002	PAC	407	6210	BLADE	407015011117		2	SDRs
A100	2400	FEEDER DIODES	70HF10	U/S	20050412003	PAC	407	6730	TAB WASHER	41001779		2	SDRs
A100	3230	GEAR MOTOR CONTR	MC815AS1	MALFUNCTIONING	20050606004	PAC	427	7920	CEFA	23066681		2	SDRs
A100	5311	FRAME	974400193	CRACKED	20050418002	QUE	427	3460	IIDS DISPLAY UNI	27375001107		20050401004	QUE
A100	5311	FRAME	5042002857	CRACKED X 3	20050606001	ONT	427	6210	MAIN ROTOR BALDE			20050401010	QUE
A100	5753	ACTUATOR BRACKET	501600036	CRACKED	2	SDRs	427	6410	TRBLADE	427016001009		20050524005	QUE
B100	0000	SKIN	115610010167	CRACKED	20050623002	PAC	427	7310	ENGINE ASSEMBLY			20050516004	QUE
B100	2435	SPEED SWITCH	30539423	MALFUNCTIONED	20050405002	QUE	BELL TEXTRON - USA	204B	REVERSE CURRENT AN	30251	CONTACT STUCK	20050418007	PNR
B100	3221	FORK	50820197606		20050401014	PAC	204B	6210	MAIN ROTOR BLADE	2040112501	FAILED	20050427008	PNR
							204B	6420	HOUSING	204010775003	WORN SPLINES	20050418006	PNR

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204B	7600	ACTUATOR LINEAR	2040607621	CRACKED NUT	20050418006	PNR	CANADAI						
205A 1	0000	SLEEVE	1200145A	NEW	20050623005	PNR	CL215 1A10	2434	DC GENERATOR	2CM70D6A		20050428004	PNR
212	2520	PASSENGER TABLE			20050401011	ONT	CL215 1A10	2820	FUEL INTERCONNEC	21564087191	CRACKED	20050422006	PAC
212	2923	FLEX LINE	70012H000Y136 USED				CL215 1A10	2913	HYDRAULIC PUMP	66EAL300	OH	20050608007	ATL
20050526006	PAC						CL215 1A10	2913	POMPE HYDRAULIC	66WA200	BOITER CASSI	20050608002	CLIE
212	3213	SADDLE	D2571	CRACKED	20050607001	ONT	CL215 6B11(C1415)	3246	GOLJONS DOWEL	P 202091	CASSI (3) BROKEN	20050609001	QUE
212	5302	FITTING UPPR RIG	212030158001	CRACKED	20050615001	ONT	CL600 1A11(600)	3300	LIGHTING INVERTE	18994		20050627001	ONT
212	6210	BLADE	212015501115	GOOD	20050418015	PAC	CL600 2A12(601)	0000	NLG WOW&CENTERIN	6008500845	NORMAL	20050620005	QUE
212	6220	ACORN NUT	204011116001	CRACKED	20050527033	PAC	CL600 2A12(601)	3230	NOSE GEAR	6018500215		20050627005	QUE
BOEING							CL600 2A12(601)	3233	ACTUATOR	6008500237	LEAKING	20050406005	QUE
727 223	2752	ACTUATOR	10605582		0050602008	PAC	CL600 2A12(601)	7830	INNER ELEMENT	1600980003	BROKEN	20050413003	ONT
727 225	2720	ACTUATOR	652183121	FAILED	20050527002	ONT	CL600 2B16(604)	2820	SHROUD ASSY-TAIL	6016211849	CRACKED	20050509003	QUE
727 225	2781	ACTUATOR	1U109592	FAILED	20050405010	ONT	CL600 2B16(604)	2842	WIRE HARNESS	UNKNOWN	FRETTE	20050501001	PAC
727 233	3050	THERMOSTATIC VAL	10607921	WORN	20050426003	ONT	CL600 2B16(604)	3120	ACCELEROMETER	600591999	NEW	20050426006	PAC
727 243	3230	BOLT/NUT	NAS13038	LOOSE	20050620002	ONT	CL600 2B16(604)	7200	POWER PLANT			20050617008	QUE
727 243	7230	TURBINE ENGINE C			20050614010	PAC	CESSNA						
727 247	2130	L/H LOCK SEQUENC	1U10851	PIN HOLE	20050517005	PNR	A185F	2430	ALTERNATOR DOFF	10300UR		20050530008	PNR
727 260	3231	PRESSURE CONTROL	106120917	FAILED	20050512004	ONT	A185F	2510	CYLINDER LOCK AS	LC6010000B	BROKEN	20050526005	PAC
727 44C	2752	BACK-UP RING			20050602001	ONT	R172K	5511	SPAR	053200198	CRACKED	20050416001	ONT
737 201	2100	ENGINE	JT8D9A	LEAK	20050425002	ATL	R182	2750	FLAP MICROSWITCH S	19061	FAILED	20050427013	PAC
737 201	2432	GENERATOR CONTROL	10612243	SHORT CIRCUIT	20050510006	ATL	T206H	2750	SYNCHRONIZING RO	12602443	BENT	20050608004	ONT
737 204	2900	POWER CONTROL UN	654476117	SERVICEABLE	20050502005	PNR	T303	7310	ENGINE FUEL DIST			20050516005	PNR
737 248C	2530	GALLEY OVEN			20050509001	ONT	U206B	2410	ALTERNATOR	DOFF10300J	UNSERVICABLE	20050413004	ONT
737 275	2134	PRESSURE CONTROL	7638101	SERVICEABLE	20050504006	PNR	U206B	7921	OIL COOLER	639171		20050616002	ONT
737 275C	3250	STEERING CABLE T UK			20050405013	PNR	U206E	2821	RESERVOIR-L/H	121640719	CRACKED	20050609012	PNR
737 522	2913	HYDRAULIC PUMP	62337	FAILURE	20050625002	ATL	U206F	3222	LINK ASSY TORQUE	04425051A	CRACKED	2 SDRs	PAC
737 522	5600	WINDOW	58935733	CRACKED	20050510004	ATL	U206G	0000	BATTERY CABLE		FAILED	20050630004	PNR
737 529	4940	APU START/IGNITI			20050415001	ATL	U206G	5510	FITTING STABILIZ	07326015	CRACKED	20050505002	PAC
737 7CT	2330	CIRCUIT BREAKER BACC	18AC5	SERVICEABLE	20050420001	PNR	150K	5347	PAN SEAT	04101342	CRACKED	20050608003	PAC
737 7CT	2560	EXIT INDICATOR A			20050616004	PNR	150L	3252	SHIMMY DAMPNER	04425121	FAILED	20050405003	QUE
737 76N	2330	VIDEO DISPLAY UN	50401100003	SERVICEABLE	2 SDRs	PNR	152	5510	BRACKET	04320049	CRACKED	2 SDRs	PAC
757 236	7830	TORQUE RING	PNLJ75153	WORN	20050401012	QUE	152	5514	FITTING	04310093	CRACKED	20050509006	ONT
767 209	3234	L/G CONTROL LEVE	257T110314		20050614002	QUE	152	5521	SPAR	043200121	CRACKED	20050607005	ONT
767 233	2100	L/H ENGINE DUCT	213T21085	RUPTURED	20050413001	QUE	152	8011	STARTER	PM2403	DEAD	20050614003	ONT
767 333	5210	COCKPIT DOOR LOC		MELTED	20050517001	QUE	172B	0000	WHEEL HALF - MAL	16131	FAILED	20050624002	ONT
767 375	3320	UTILITY LIGHT (F			20050517002	QUE	172M	5544	RUDDER HINGE BRA	05301186	CRACKED	20050524004	PAC
767 375	3600	CHILLER WIRING	146T51451	BURNT	20050510002	QUE	172N	7414	MAGNETO	4371T	UIS	20050418016	ATL
767 375	7603	THRUSTLE CABLE			20050510008	QUE	172P	2820	LINE ASSEMBLY	050011874	WORN	20050418004	QUE
BOMBARDIER							180	0000	STABILIZER	07326004	CRACKED	20050621007	ONT
CL600 2B19	1410	TUBE ASSY-SUCTIO	601R7528637	CHAFED	20050512002	ATL	180	3210	SUPPORT BRACKET	071349561	CORRODED	20050531004	ONT
CL600 2B19	2150	R/H ACM	78279015	LEAKAGE	20050425007	QUE	180D	7120	ENGINE MOUNT	075100125	CRACKED	20050504005	ONT
CL600 2B19	2210	SERVO MOUNT	8220259001		20050427004	QUE	182J	3210	MAIN LANDING GEA	07416011	CRACKED	20050519001	ONT
CL600 2B19	2440	EXTERNAL POWER M	EP361	BURNT	20050518003	NCR	208B	2821	FUEL FILTER BOWL	1J1810	CRACKED	20050512003	PNR
CL600 2B19	2620	FIRE EXT PUSH O	14034011	FAILED	20050613001	ATL	208B	5753	FLAP ACTUATOR SU			20050503008	ONT
CL600 2B19	2710	AILERON SYSTEM		SYS. DIRTY	20050503014	QUE	210	5700	LANDING GEAR SUP	12410141	CRACKED	20050420002	PAC
CL600 2B19	2820	FUEL STORAGE	601R626625	BROKEN	20050603001	QUE	310R	3230	TORQUE TUBE	504501025	CRACK	20050404007	QUE
CL600 2B19	3010	ANTHACE PICCOLO	14463107	CRACKED	20050502003	QUE	550	2731	TRIM CONTROL CHA	556544054	NORMAL	20050518018	ATL
CL600 2B19	3200	LANDING GEAR SYS			2 SDRs	QUE	550	3233	SWITCH		FAILED	2 SDRs	ONT
CL600 2B19	3210	EMERG GEAR EXTEN	2603070001		20050523001	QUE	550	3250	BRACKET	556561851	CRACKED	20050627012	ONT
CL600 2B19	3418	ANGLE OF ATTACK	0861HB		20050505006	QUE	550	5210	THRESHOLD SKIN	551124914	CRACKED	20050506013	PNR
CL600 2B19	5210	HANDLE	1327971	CRACKED	20050418001	ATL	560	7160	ENGINE BLEED AIR	651412611	CHAFED	20050406004	PAC
CL600 2B19	5230	HOUSING	H341531	BROKEN	20050601003	ATL	560	3460	EPIS	7014300901	FAILED	2 SDRs	PAC
CL600 2B19	5610	COPILOT WINDSHIE			3 SDRs	QUE	560	3460	RMU	7012100825	FAILED	2 SDRs	PAC
CL600 2B19	5610	F/O WINDOW	NP1393222	CRACKED	20050417003	NCR	560XL	2100	DUCT	66150405	LOOSE	20050608005	QUE
CL600 2B19	5610	LEFT WINDOW	NP1393225	CRACKED	2 SDRs	NCR	560XL	3260	UPLCK SWITCH	65430087	UNSERVICABLE	20050518010	ONT
CL600 2B19	5610	LEFT WINDSHIELD	NP1393219	CRACKED	6 SDRs*	VAR	650	2913	HYDRAULIC PUMP	99140751	FAILED	20050407002	QUE
CL600 2B19	5610	RIGHT WINDOW	NP1393226	CRACKED	20050417002	NCR	CIRRUS	7600	MIXTURE CONTROL	14392101	SEIZED	20050624008	ONT
CL600 2B19	5610	WINDSHIELD	NP13932110		20050528001	NCR	CONVAIR - CAN						
CL600 2B19	5610	WINDSHIELD	NP13932111	CRACKED	20050504002	QUE	340	2110	EMERGENCY EXIT D			20050506007	PAC
CL600 2B19	5610	WINDSHIELD	NP13932112	CRACKED	20050409001	NCR	340	7200	EXHAUST SUPPORT	9063571	SHEARED	20050406002	PAC
CL600 2B19	7830	STRAP ASSEMBLY	22850084803	HI-LOCKS SHEARED	20050408006	ATL	440	3260	MICRO-SWITCH	MS250112		20050527007	QUE
CL600 2B19	7900	LUBE & SCAVENGE	6087T04P06	FAULTY	20050427003	QUE	440	7900	NACELLE			20050603006	PAC
CL600 2B19	7931	CARBON SEAL		LEAKING	20050405001	QUE	DASSAULT						
CL600 2C10	2420	TRU GROUND STUDS			20050419010	NCR	FALCON 10	3241	ANTI-SKID VALVE	5427322		20050603005	ONT
CL600 2C10	2740	SSCU	T99A38603	CRACKED	20050504003	QUE	FALCON 10	3246	RH WHEEL EMBELIS	5443331	CRACKED	20050518015	ONT
CL600 2C10	2820	PRIMARY EJECTOR	C670387303		20050417001	NCR	FALCON 10	3251	STEERING SERVO V			20050603004	ONT
CL600 2C10	5230	AFT CARGO DOOR S C	NP139321002	CRACKED	20050603002	QUE	FALCON 50	5240	LAV SERVICE DOOR	F50B281943200	MISSING	20050427010	QUE
CL600 2C10	5610	COPILOT WINDSHIE	NP139321002	CRACKED	20050426008	QUE	FALCON 900	2710	ATTACH BOLTS	33412TX080041XA	SERVICEABLE	20050615004	QUE
CL600 2C10	5610	COPILOTS SIDE W	601R3303312	CRACKED	20050426009	QUE	DEHAVILLAND - CAN						
BRITTEN NORMAN							DHC 2 MKI	3246	WASHER	C2US335	NOT INSTALLED	20050401006	PNR
BN2A 21	6122	PROPELLER GOVERN	0210659	SIEZED	20050407001	PAC	DHC 2 MKI	8530	CYLINDER		HEAD SEPARATION	20050425010	PAC
BN2A 26	2720	RUDDER DRIVE BAR	BN45991	BROKEN	20050427006	PAC	DHC 3	5600	WINDSHIELD POST	C3FSS250	CORRODED	20050616003	PNR
							DHC 6	2701	CONTROL COLUMN A	C3CF39519	NEW	20050407007	PNR

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN	MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
DHC 6	2720	PEDAL LEVER	C6CFM144328	NEW	20050608006	PNR	45	2460	AFT UPPER RUDDER	762720200301	SOME ARCING	20050430001	PAC
DHC 6	5300	ANGLE	C6E104030	NEW	20050518008	PNR	45	2621	FIRE EXTINGUISHER	518002	BROKEN	2 SDRs	ONT
DHC 6 100	3020	CONNECTING ROD	TBC6CWM104327	NEW	20050524003	PAC	45	2621	OUTLET VALVE	516201	REPAIRED	20050506012	PAC
DHC 6 300	2710	FW - ROD SECURI	PNW-ROD SECURI	SEIZED	20050527004	PNR	45	2742	HORIZONTAL STAB	A 6627401000007	REPAIRED	20050426005	PAC
DHC 6 300	3040	FLEX DRIVE	XW200672075	MISSING	20050623003	QUE	45	2820	FLEXIBLE FUEL TR	244224151	UNSERVICEABLE	20050503006	PAC
DHC 6 300	3220	WASHER	713099	MISSING	20050408012	PAC	45	3231	BELL CRANK ASSY	4532103045002	CRACKED	20050411003	PAC
DHC 6 300	3246	SHACKLE PLATE	7116111	TORN	20050509005	PNR	45	7314	RELIF VALVE	5909242	LEAKING	20050506009	PNR
DHC 6 300	3250	STEERING COLLAR	7116111	DISBOND	20050408003	PNR	45	7322	AFT THROTTLE	CAB 718256	2 SDRs	ONT	
DHC 6 300	5700	UPPER WING SKIN	711599	FRACTURED	20050513001	ONT	45	7500	COUPLING	SD028226	SEAL BLOWN	20050606005	PNR
DHC 6 310	3250	ACTUATOR LEVER	711599	FRACTURED	20050530006	NCR	LOCKHEED						
DHC 8 102	2720	SUPPORT TUBE	20050401001	ATL	20050401001	ATL	188C	5346	TURBINE	6847100	CRACKED	20050530007	PNR
DHC 8 102	2750	SECONDARY FLAP D	5906989101	UNSERVICEABLE	20050627002	PAC	188C	6122	GOVERNOR	6506715	SERVICEABLE	20050613003	PNR
DHC 8 102	3201	WHEEL HALF INBD	300620	SCRAP	20050608001	ATL	188C	6122	ROTARY ACTUATOR	6505458		20050418014	PNR
DHC 8 102	3210	PROXIMITY SEN	82400033101	UNSERVICEABLE	20050627003	PAC	382G	5101	DRAG ANGLE L/H			20050413002	ONT
DHC 8 102	3220	STEERING LINK	89881	UNSERVICEABLE	20050602007	PAC	MORAVAN						
DHC 8 102	3233	FLEX HOSE	DSC252B40124	LEAKING	20050530009	PAC	Z242L	0000	AFT TRIM CABLE	Z2444120000	FRAYED	2 SDRs	ONT
DHC 8 102	3240	BRAKE HOUSING	2661942	SCRAPPED	20050519002	ATL	PILATUS - SW						
DHC 8 102	5610	SIDE WINDOW	NP15790213	UNSERVICEABLE	20050502004	PAC	PC 12 45	2432	EMER PWR SUPPLY	501171202	FAILED	20050422002	ONT
DHC 8 200	2730	ELEVATOR STOP BU	85520271003	DETERIORATED	3 SDRs	NCR	PC 12 45	2510	SEAT PAN	541010501		20050510011	ONT
DHC 8 300	2722	SWITCH	682015	BURNT	20050527001	NCR	PC 12 45	2742	PITCH TRIM ACTUA	1291110002	FAILED	20050407004	QUE
DHC 8 300	2730	ELEVATOR SPRING	PH11001DH		20050512001	NCR	PC 12 45	2932	LOW PRESSURE SWI	9738114304		20050510015	ONT
DHC 8 300	3030	PITOT TUBE	82103	BROKEN	20050601004	NCR	PC 12 45	3040	WINDSHIELD HEAT	9728132202	FAILED	20050513004	ONT
DHC 8 300	3230	LINK	DSC252B40124	LEAKING	20050421001	NCR	PC 12 45	3411	MOUNTING BRACKET	524111255		20050510012	ONT
DHC 8 301	3210	FLEX LINE- HYDRA	266230	SCRAPPED	20050630010	PAC	PC 12 45	5210	HINGE	5521012100		20050510014	ONT
DHC 8 311	1420	ELECTRICAL CONNE	770231	BURNT	20050519003	ATL	PC 12 45	5554	BEARING, BUSHING			20050510013	ONT
DHC 8 311	2923	PISTON & SHOE AS	332574	IN PIECES	20050404005	ATL	PIPER						
DHC 8 311	7210	RGB ASSEMBLY	3036180	METAL CHIP	20050609015	PAC	PA23 250	3260	WIRING		REPAIRED	20050601005	QUE
DHC 8 400	1497	MISCELLANEOUS			20050502001	NCR	PA24 250	3230	RETRACT CABLE		BROKEN	20050506005	ONT
DHC 8 400	2421	AC GENERATOR	11522184		20050412001	NCR	PA28 140	7314	FUEL LINE FITTING		SERVICEABLE	20050406006	PNR
DHC 8 400	2913	NO.2 HYDRAULIC P			20050617002	NCR	PA31 325	3230	WIRING			20050511003	PNR
DHC 8 400	3240	BEARING	29685	BROKEN	2 SDRs	NCR	PA31 350	2710	TURN BARREL	MS21251B55	CRACKED	20050405011	PNR
DHC 8 400	3530	ENGINE DRIV PUMP	6617302		20050601006	NCR	PA31 350	2910	HYDRAULIC HOSE AS	1776602	HOLE IN HOSE	20050608011	PAC
DHC 8 402	2752	FLAP TRANSMISSIO	85C0992		20050530004	QUE	PA31 350	2912	CANNISTER	AN62341	CRACKED	20050610008	PNR
							PA31 350	3213	FORK ASSY MAIN	45504006	CRACKED	20050610002	ATL
							PA31 350	3230	HOSE GEAR UP	1776682	LEAKING	20050516009	ATL
							PA31 350	3234	ANTI RETRACTION	487155	BENT	20050513003	PNR
							PA34 200T	3246	INNER WHEEL HALF	161938	CRACKED	20050505003	PAC
							ROBINSON						
							R44	0000	STARTER			20050621001	PNR
							R44	0000	TAIL BOOM			20050621002	PNR
							R44	2435	STARTER	BC3151002	2 SDRs	20050606003	PNR
							R44 II	2910	HYDRAULIC PUMP F		CRACKED PEANUT	20050606003	PNR
							R44 II	6310	SPRAG	C1883		20050501002	PNR
							SAAB						
							SF340A	1410	SWIVEL FITTING	L38710SA	FAILED	20050613007	PNR
							SHORT&HARLAND						
							SD3 60	3020	CIRCUIT BREAKER	SM600BA100N1		20050414011	PAC
							SIKORSKY						
							S61L	2820	TUBE ASSY	S613063005315		20050516007	PAC
							S76A	0000	BEARING	S83317101		20050621020	PAC
							S76A	2420	AC GENERATOR	7655009006		20050408002	PAC
							SWEARINGEN						
							SA226TC	0000	TORQUE TUBE	2744026007	CHAFED	20050623004	PAC
							SA226TC	2913	HYDRAULIC PUMP		LEAKING	20050405012	PNR
							UNKNOWN						
							UNKNOWN	2622	TEMP COMP PRESS	282141	LEAKING	20050524001	QUE
							VICTORY AIRCRAFT						
							AFD/ADSERMKX	3260	GEAR DOWN LOCK	S 40K1513	IMPROPER SECUR	20050504008	ONT
							-						
engines													
							ALLISON						
							AE-3007A1	7200	TURBINE		FAILED	2 SDRs	QUE
							250-C20	7230	COMPRESSOR			20050411004	PAC
							250-C20B	7200	ENGINE (TURBINE)			20050519008	PAC
							250-C20B	230	COMPRESSOR ASSEM	890550	SEIZED	20050603003	PAC
							250-C20B	7250	PT SUPPORT	6898731	FAILED	20050624001	PAC
							250-C20B	7250	SPUR ADAPTER	E23031922	NEW	20050602006	PNR
							250-C20J	7250	COMPRESSOR	6898607	SPALLED	20050503004	ONT
							250-C30P	7250	TURBINE	23005200	CRACKED	20050630002	PAC
							250-C30S	7250	THIRD STAGE WHEE	6898663	SHATTERED	20050630008	QUE
							250-C30S	7323	PT GOVERNOR	23070101		20050629003	PAC

MAKE/MODEL	JASC	PART NAME	PART NO.	MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
250-C30S	7920	ENGINE OIL BYPAS	23001955 U/S	20050615010	PAC	PW127	7310	HYDROMECHANICAL	20050601001	QUE
AVCO LYCOMING						PW127F	7200	ENGINE	20050527023	QUE
IO-320-B1A	7313	FUEL INJECTOR NO		20050503009	PAC	PW150A	7200	ENGINE	4 SDRs	QUE
IO-360-A1B6	7310	TRANSDUCER	FT60	20050518009	ONT	PW150A	7260	GEARSHAFT	20050617009	PAC
IO-540-AB1A5	8011	BRUSHES		20050407008	PNR	PW150A	7920	ENGINE	20050527027	QUE
LTS-101-600A-3	7314	FUEL PUMP	430137701	20050509002	ONT	PW150A	7931	ENGINE	20050613005	PAC
LTS-101-600A-3	7323	OVER SPEED LIMIT	430123507	20050609003	ONT	PW206C	7322	FUEL CONTROL (FM	20050419005	QUE
LTS-101-750B-1	7920	O RING	M832481042	20050526001	PNR	PW207D	7310	ENGINE	20050527025	QUE
O-235-L2C	8011	STARTER	MMU4001	20050609006	ONT	PW305A	7200	ENGINE	20050527026	QUE
O-235-L2C	8011	STARTER	PM2403	2 SDRs	ONT	PW305A	7200	ENGINE	20050527028	QUE
O-320-D2A	7322	CARBURATOR	LW15986	20050520002	QUE	PW305A	7230	ENGINE	20050527029	QUE
O-320-D3G	8530	PISTON PIN ASSEM	SL134441	20050624003	ONT	PW305A	7740	ENGINE	20050429004	QUE
O-320-E2A	8500	FITTING		20050427007	PNR	PW308C	7200	ENGINE	20050429005	QUE
O-320-E2D	2430	KELLY AEROSPACE DOFF10300J		20050509007	PNR	PW530A	7200	ENGINE	20050527019	QUE
O-320-E2D	8011	STARTER	LAMARPM1201	20050404004	PNR	PW545A	7310	HYDROMECHANICAL	20050527008	QUE
O-320-E2D	8530	CYLINDER ASSEMBLY	LW12416	20050503002	PNR	PRATT & WHITNEY-USA				
O-320-H2AD	7414	POINTS	ES10382585	20050427009	ONT	JT8D-15	7931	ENGINE	20050610005	PNR
O-360-A4M	8530	HYDRAULIC LIFTER	72877	20050511002	PNR	JT8D-15A	7920	OIL FILTER	20050414006	ONT
O-540-F1B5	7322	FUEL INJECTION	S RSA10AD1	20050527009	ONT	JT8D-17	7230	MANIFOLD ASSEMBL	20050506004	ONT
O-540-F1B5	8550	ENGINE		20050614007	PNR	JT8D-17	8011	ENGINE	20050620003	ONT
TIO-540-A1B	8120	SEAL		20050516006	PNR	JT8D-17A	7250	ENGINE (TURBINE/	20050420004	PNR
TIO-540-A2B	7414	MAGNETO	103492901	20050408011	PAC	JT8D-9A	7312	FUEL HEAT VALVE	20050617005	PAC
TIO-540-A2C	7314	FUEL PUMP	R99080JA	20050512006	ONT	PW100	7250	ENGINE	20050428001	ATL
TIO-540-A2C	8530	CYLINDER		20050429002	QUE	R-1340-59	7120	ENGINE MOUNT	20050617006	ONT
TIO-540-F2BD	8120	MAGNETO	1068291013	20050622001	ATL	R-985-AN-148	7322	CARBURETOR	20050526004	PAC
TIO-540-J2BD	8520	MAIN BEARING	SL13885	20050506008	PNR	R-985-AN-148	8520	CRANKSHAFT	20050527016	QUE
						R-985-AN-148	8530	CYLINDER	2 SDRs	PAC
GARRETT						ROLLS ROYCE - GY				
TFE731-2-1C	7920	AIR/OIL SEPARATO	30756691	20050608010	QUE	DART 534-2	2910	HP HYDRAULIC PIP	20050617003	PNR
TFE731-3R-1H	7230	FAN BLADE	30721631	20050414004	PNR	TAY MK 611-8	7230	ENGINE	20050422001	QUE
TFE731-5BR	2844	LOW FUEL PRESSU	8012561	20050406001	ONT	ROLLS ROYCE - UK				
TPE331-10UA	7200	CARRIER ASSY	8679225	20050518017	PNR	RB211-635E4-37	7120	BOLT	20050517006	PAC
TPE331-10UA	7310	FUEL CONTROL UNI	8978017	20050426007	PNR	RB211-635E4-37	7200	ENGINE	20050531003	PAC
TPE331-10UR6KH	7310	TUBE ASSY	31033941	20050414008	PNR	TELEDYNE CONTINENTAL				
TPE331-11U	7230	1ST STAGE DIFFUS	31028471	20050504007	ONT	IO-360-G	8520	ENGINE	IO360G	CRACK
GENERAL ELECTRIC						IO-470-L	7314	COUPLING DRIVE	631683	WORN
CF34-3B1	7261	ENGINE	6047T83P04	20050419008	ATL	IO-520-D	8520	CRANKSHAFT	649134	FRACTURED
PRATT & WHITNEY-CAN						IO-520-D	8530	CYLINDER	AEC631397	CRACKED
JT15D-4	7420	IGNITER CABLE	310737101	20050425003	PAC	IO-520-F	7314	FUEL PUMP	6309471A1	LEAKING
JT15D-5	7200	ENGINE		20050621012	QUE	IO-520-F	8530	CYLINDER	AEC631397/ST712A	CRACKED
JT15D-5A	7200	ENGINE		20050527032	QUE	O-200-A	7414	MAGNETO	105130037	US
PT6A-112	7200	ENGINE		20050419002	QUE	O-470-11	8530	PISTON	AEC654729	SKIRT BROKEN OFF
PT6A-114A	7200	ENGINE		20050419006	QUE	TSIO-360-EB	2410	ALTERNATOR	ALX9425B	BER
PT6A-114A	7920	OIL TANK FILLER		20050527013	QUE	TSIO-520-AE	8520	BEARING MAIN	642720	FRAGMENTED
PT6A-135	7920	OIL SUPPLY HOSE	AE7010101K0306	20050613002	QUE	TSIO-520-E	8530	CYLINDER	TSIT712BCA	BROKEN
PT6A-20	7314	FUEL PUMP		20050419003	QUE	TURBOMECA				
PT6A-21	7314	FUEL PUMP COUPLING	FRACTURED	20050527006	QUE	ARRIEL 1B	6320	GEARBOX	70BMO55020	METAL CONTAMINAT
PT6A-21	7322	HYDROMECHANICAL		20050621011	QUE	ARRIEL 1B	7421	IGNITERS (QTY 2)		5 SDRs
PT6A-21	7712	TEE FITTING	P01012	20050401007	ONT	ARRIEL 2B	7430	EXCITER	9550177760	PARTIAL INOP
PT6A-25A	7200	ENGINE		20050527024	QUE	ARRIUS 2F	7230	SCREW (BOLT)	EN3686050016	LOSS OF TORQUE
PT6A-25C	7200	ENGINE		3 SDRs	QUE					
PT6A-27	7261	ENGINE		20050527022	QUE					
PT6A-28	7200	ENGINE		20050628002	ONT					
PT6A-28	7323	OVERSPEED GOVERNOR	210598	20050616010	PNR					
PT6A-3AAG	7200	ENGINE		20050621006	QUE					
PT6A-41	7810	EXHAUST DUCT	3022406	20050607007	ONT					
PT6A-50	7200	ENGINE		20050527010	QUE	DOWTY ROTOL				
PT6A-50	7200	FUEL CONTROL UNI		20050527014	QUE	UNKNOWN	6112	PROPELLER		20050621014
PT6A-60A	7200	CONTROL, HYDROMETER		20050419001	QUE	HAMILTON STANDARD				
PT6A-65B	2435	HOSE	115167CXX16070	20050517004	PAC	14SF-5	6111	BLADE	SFA13M1R0AD	CRACKED
PT6A-66A	7250	BLADE - POWER TU		20050621010	QUE	14SF-7	6112	PROPELLER BLADE	SFA13M1ROA	UNSERVICEABLE
PT6A-67D	7200	ENGINE		20050621003	QUE	2D230-403	6110	BRONZE NUT	UNKNOWN	VISUAL OK
PT6A-67D	7310	CONSTANT SPEED U		20050527020	QUE	HARTZELL				
PT6A-68	7200	ENGINE		20050629005	QUE	BHC-C2YF-20KUF	6114	HUB,FORK,BEARING	D220118	SEE BELOW
PT6C-67D	7200	ENGINE		20050621015	QUE	BHC-J2YF-1BF	6120	PROPELLER CONTRO	14392102	STIFF
PT6T-30F	7260	ENGINE		20050527030	QUE	HC-94TN-5E	6114	HUB	NQ007	EXPIRED
PW118	7200	TOWERSHAFT		20050527021	QUE	HC-2YR-19FFBQSR	6111	PROP BLADE		SECT BROKEN OFF
PW118A	7200	ENGINE		20050429008	QUE	HC-E3YR-2ALT	6120	P.C. ROD, BEARIN	B24914S	SEE BELOW
PW118A	8300	TOWERSHAFT LOCKW		20050527017	QUE	HC-E3YR-2ATF	6110	SPINNER BACK PLA	CA43933008	CRACKED
PW120	7920	OIL TRANSFER TUB		20050527015	QUE	HC-E3YR-2ATF	6112	DE-ICE BOOT	4E16013	MISSING
PW121	7200	ENGINE		3 SDRs	QUE	MCCAULEY				
PW125B	7200	ENGINE		2 SDRs	QUE	1A103/TCM	6110	BOLT	A251378	CRACKED
PW125B	7310	FUEL PUMP	5009982D	20050527018	QUE					20050404002
PW126	7200	ENGINE		20050621016	QUE					
PW127	7230	ENGINE		20050609013	ATL					

propellers

DOWTY ROTOL										
UNKNOWN	6112	PROPELLER							20050621014	QUE
HAMILTON STANDARD										
14SF-5	6111	BLADE	SFA13M1R0AD	CRACKED	20050518016	ONT				
14SF-7	6112	PROPELLER BLADE	SFA13M1ROA	UNSERVICEABLE	20050620004	PAC				
2D230-403	6110	BRONZE NUT	UNKNOWN	VISUAL OK	20050421005	PAC				
HARTZELL										
BHC-C2YF-20KUF	6114	HUB,FORK,BEARING	D220118	SEE BELOW	20050414009	PNR				
BHC-J2YF-1BF	6120	PROPELLER CONTRO	14392102	STIFF	20050408010	ONT				
HC-94TN-5E	6114	HUB	NQ007	EXPIRED	20050531008	PNR				
HC-2YR-19FFBQSR	6111	PROP BLADE		SECT BROKEN OFF	20050630005	PAC				
HC-E3YR-2ALT	6120	P.C. ROD, BEARIN	B24914S	SEE BELOW	20050414010	PNR				
HC-E3YR-2ATF	6110	SPINNER BACK PLA	CA43933008	CRACKED	20050512005	ONT				
HC-E3YR-2ATF	6112	DE-ICE BOOT	4E16013	MISSING	20050425008	PAC				
MCCAULEY										
1A103/TCM	6110	BOLT	A251378	CRACKED	20050404002	PAC				

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
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equipment

AERO						
AD40787	0000	BATTERY	AD40787	BURNT	20050624007	ATL
BRISTOL AIRCRAFT						
6794930	0000	STRUT ATTACH FIT	58C015	CRACKED	20050623006	PAC
FAIRCHILD						
2776016107	0000	DRIVE ASSEMBLY	2776016107	NEW	20050518012	ONT
GOODYEAR TIRE						
196K089	3244	METRO MAIN WHEEL			2 SDRs	ONT
256K433	3244	TIRE	256K433	CUT	20050531006	ONT
468K292	3244	MAIN GEAR TIRE	468K292	LOST RECAP	20050516001	QUE
542K694	3244	MAIN WHEEL TIRE	542K694	DEFLATED	20050516002	QUE
KING RADIO C						
AK450	2560	BATTERY	DURACELL	CORROSION	20050613009	PNR
NARCO AVIONI						
ELT10	2562	BATTERY	0010009REVC	HALF LIFE	20050502006	PNR
PRATT & WHIT						
PW901A	0000	AUXILIARY POWER			20050629004	QUE
SIKORSKY						
S613520600	6320	BEARING SUPPORT	S613520600046	UNSERVICEABLE	20050530003	PAC
SIMMONDS PRE						
PHCR353M	0000	CASTLE NUT	MS14144L3	INCORRECT FIT	20050405004	ONT
UNISON						
URHM38E	1000	SPARK PLUG	URHM38E	NEW	20050613004	PNR

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
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LEGEND

JASC Joint Aircraft System Code number defining assembly/system/component
SDR NO. TCA assigned SDR control number - please quote in any correspondence or inquiries
RGN TCA region of SDR submitter:

PAC = Pacific, **PNR** = Prairie Northern,
ONT = Ontario, **QUE** = Quebec,
ATL = Atlantic, **NCR** = Ottawa (HQ),
VAR = more than one Region

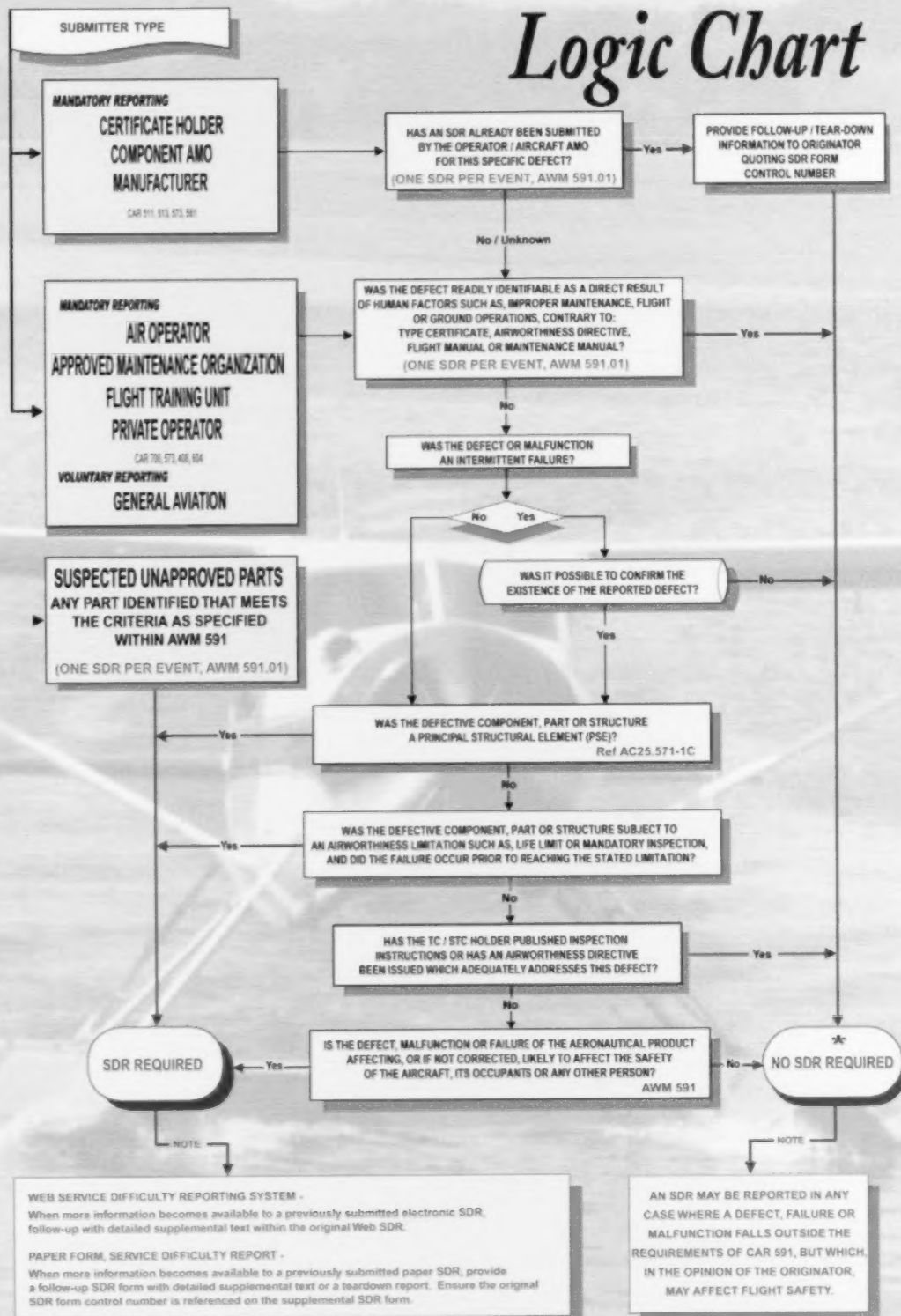


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SERVICE DIFFICULTY REPORT

Logic Chart



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